

Washington—know what is best for our children.

If the original elements of choice, flexibility, and consolidation had remained in the bill, I could have and would have voted for it. But in its final form, the bill is nothing more than a burdensome, bureaucratic, big-government shell of its former self. I will continue to work for restoration of President Bush's balanced proposals, as this bill moves to negotiations to reconcile the House and Senate versions. Until that time, I feel that I have no choice but to do what is in the best interest of my district and the people of North Carolina by voting "no" on final passage of this particular education bill.

FUEL TAXES

HON. DONALD A. MANZULLO

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Friday, May 25, 2001

Mr. MANZULLO. Mr. Speaker, our country faces difficult energy policy issues. Every day, people fill their gas tanks in order to get to work and support their families. For every gallon of gasoline they buy, they pay federal, state and local sales and excise taxes. Current federal policy requires taxes to be paid on the income that pays for all of those sales and excise taxes. In my view, that is double, sometimes triple, taxation. That is wrong. Tax-paying Americans should not be required to pay income taxes on taxes that must be paid. Congress should make every attempt to eliminate from our books policies that do just that.

That is why I rise today to introduce legislation that would allow all taxpayers to deduct from their income level those taxes that are paid on gasoline. This means that people would not be forced to pay income taxes on those taxes that are paid for fuel that Americans need to get to work, go to school, attend church, drive to hospitals to see hurting loved ones, and other of life's necessities.

This is not a quick fix to our energy problems—by any stretch of the imagination. It is an attempt to help give some relief to taxpayers who are forced to pay exorbitant fuel costs caused, in most part, by federal regulatory requirements. Those costs, especially in Illinois, are compounded by state and local sales taxes that rise as a percentage of the overall price of fuel instead of the per gallon excise taxes.

I believe it is wrong to ask Americans to pay income taxes on money that they pay in other taxes, whether it is a federal, state or local tax.

HONORING THE ARNOLD ENGINEERING DEVELOPMENT CENTER OF THE OCCASION OF ITS 50TH ANNIVERSARY

HON. VAN HILLEARY

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Friday, May 25, 2001

Mr. HILLEARY. Mr. Speaker, I rise today in honor of the United States Air Force's Arnold

Engineering Development Center at Arnold Air Force Base, Tennessee, which celebrates its 50th Anniversary on June 25, 2001.

The test center is named after 5-star General Henry 'Hap' Arnold, World War II commander of the Army Air Corps, and the father of the United States Air Force. In 1944, General Arnold asked Dr. Theodore von Karman to form a scientific advisory group to chart a long-range research and development program for the Air Force. After World War II, members of this group visited Germany to view its research and development facilities. They were disturbed to find that the German scientists were years ahead of the United States in the development of aerospace technology. Fortunately for us, Germany had made these technological advances too late in the war, and had to surrender before it could take full advantage of them. Even today, it is chilling to think what might have happened if the Axis powers had been able to hold out just a little longer.

General Arnold knew that America was unlikely to be that fortunate again, and determined that in order to keep America's Air Force prepared to fight and win our nation's wars, we needed a first class flight simulation test facility. In 1949, Congress authorized \$100 million for the construction of such a facility at the Army's old Camp Forrest between Tullahoma and Manchester, Tennessee. On June 25, 1951, President Harry S. Truman himself dedicated AEDC, declaring that, "Never again with the United States ride the coat tails of other countries in the progress and development of the aeronautical art."

In the 50 years since, the world's largest and most complex collection of flight simulation test facilities had made good on that promise. AEDC's wind tunnels, jet and rocket altitude test cells, space chambers and ballistic ranges have played a vital role in the development and sustainment of every American high performance aircraft, missile and space system in use today. Twenty-seven of the center's 59 test facilities are unique in the United States. Fourteen can be found nowhere else in the world. But what makes AEDC special can't be measured simply in nuts and bolts. It also lies in the unsurpassed quality of the engineers, scientists, technicians, craftsmen and support personnel who work there.

Thanks in part to the tireless efforts of these dedicated men and women, the Cold War that President Truman and General Arnold prepared for has been won. But now, America faces an uncertain world of emerging threats, requiring the development of an advanced American space and missile defense, and a new generation of manned and unmanned aircraft. As it has since its inception, AEDC will lead the way in the U.S. Air Force's efforts to protect American liberty by remaining the world's preeminent aerospace power.

I salute the hard work of the men and women of AEDC, both past and present, and look forward to AEDC's next 50 years as America's premier flight simulation test facility.

RECOGNIZING RICHARD THOMAS

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, May 25, 2001

Mr. THOMPSON of California. Mr. Speaker, I rise today to recognize Richard Thomas, who is retiring after 28 years as the viticulture instructor at Santa Rosa Junior College in Sonoma County, California.

Mr. Thomas is the country's leading authority on wine grape production and has introduced growing techniques that have improved the crop quality and made Sonoma County one of the premier wine grape growing regions in the world.

During a yearlong sabbatical in New Zealand and Australia in the late 1980's, Mr. Thomas studied vine trellising techniques that revolutionized wine grape growing in California. By managing the grapevine's leaf canopy and lifting the vines to expose the grapes to air and sunshine, the fruit is more flavorful and is less susceptible to disease. By utilizing the technique taught by Mr. Thomas, growers are able to produce the highest quality of grapes. Sonoma County is now considered the world leader in canopy management.

Mr. Thomas has educated and trained the majority of people who own or manage vineyards on California's North Coast. According to his own estimates, 70% of Sonoma County's vineyards are either owned or managed by one of his former students.

In addition to his teaching duties, Mr. Thomas founded the Sonoma County Grape Growers Association and the Sonoma County Vineyard Technical Group.

He has coordinated the wine judging at the Sonoma County Harvest Fair, the West Coast Wine Judging in Reno, Nevada and the Central Coast Wine Judging in Santa Maria, California.

Mr. Thomas lectures throughout the country on wine grape growing and also writes a monthly column for Vineyard & Winery Management Magazine.

Mr. Speaker, because of Mr. Thomas' innumerable contributions to wine grape growing and specifically to the industry in Sonoma County, it is fitting to honor him today and to congratulate him for his many accomplishments.

HONORING JACK MURTAUGH

HON. THOMAS M. BARRETT

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Friday, May 25, 2001

Mr. BARRETT of Wisconsin. Mr. Speaker, on Wednesday, May 30th, 2001 family, friends, community leaders and well-wishers will gather to congratulate Mr. Jack Murtaugh on his retirement from the Interfaith Conference of Greater Milwaukee, the last 12 as its executive director.

I have known Jack for many years, and have always admired his vision to unite persons of all faiths with a common agenda of social justice. Together with other community